

COUNTRY Germany (Soviet Zone) REPORT NO. 406

TOPIC Grossenhain Airfield

REFERENCES 25X1A

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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25X1X

1. Grossenhain airfield was observed from its northern and western sides between 11 a.m. and 3 p.m. on 30 October 1951. The weather was almost clear and visibility from 6 to 8 km. Aircraft observed at the field included 3 MIG-15s without auxiliary fuel tanks in the southern section, 3 MIG-15s covered with tarpaulins and also with no auxiliary fuel tanks in the western section, and 2 transports north of the hangars. \* Flying was practiced by MIG-15s. Between 11 a.m. and 1 p.m., six transports took off and landed at irregular intervals. Before taking off, the planes were loaded with boxes in the hangars. The planes took off heading southwest and returned from the west. Flying was discontinued after 1 p.m. \*\*

2. Three wooden crates, each 1.5 x 3 x about 6 meters, were observed on the loading ramp of the spur track in the western section of the field. About 40 soldiers wearing red-bordered black, black-bordered red, and black-bordered blue epaulets were stacking briquettes in the southwestern section of the field. Jeep 25X1C sedans 25X1C and trucks 25X1C were observed entering and leaving the installation.

25X1A \* Comment. Grossenhain airfield was previously occupied by two fighter regiments. Since early-October 1951, rail shipments have been observed leaving Grossenhain en route to Brost Litovsk via Frankfurt/Oder. Therefore, it is believed that elements of the two fighter regiments and their aircraft left the Soviet Zone of Germany. According to the present report and the observations 25X1A some aircraft and the ground radio station of the fighter division headquarters are still at Grossenhain airfield.

25X1A \*\* Comment. Flying by transports was confirmed by another source. It appears that part of the equipment of the fighter regiments or their ground units were shipped on these transports. According to a description furnished 25X1A the planes are LI-2s. It has not been determined where the crates were transported to. The transfer had not been completed on 30 October 1951.

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